

# SIXTY LANDED FROM STRANDED LINER; BIG FORCE CLEARING STREETS OF SNOW

TO-NIGHT'S WEATHER—Cloudy.



## The



## Evening World.

TO-MORROW'S WEATHER—Unsettled.



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### GET THE COUNTRY BACK ON PEACE BASIS

## SUMS DEMANDED FOR NAVY ALSO FIGURED ON WAR BASIS

Country, Confronted With a Deficit of Billions, Is Asked to Provide \$573,000,000 for 1921, as Against \$145,396,819 in 1915-16.

By Martin Green.

WASHINGTON, Feb. 7.—Without any intention of attempting to minimize the importance to the safety of the American people of an adequate navy, and with all respect to the magnificent achievements of the navy during the war, it is nevertheless necessary, for the information of the public, to show by figures that the Navy Department, in common with all other branches of the Government, is still infected with war terms and purposes to spend money, if Congress allows, until June 30, 1921, as if the country were burdened with war conditions.

I was fortunate enough to have been in touch with the activities of the navy in French and British waters, in 1917 and 1918. My heartbeats quickened with memories of the superhuman—I might say almost miraculous—accomplishments that came under my observation. I saw the battleships and destroyers and mine layers and mine sweepers steam into New York Harbor after the war was over, and with millions of other citizens I cheered myself speechless and wiped tears from my eyes, and I didn't give three hoots what it all had cost, and neither did anybody else.

And now it comes to pass that the country, confronted with a deficit of billions which would spell increased taxation, should have a chance to make comparisons between the expenses of the navy in war and the expenses of the navy as the Navy Department would fix them in times of actual peace but theoretical war. Here are the figures:

For the fiscal year ending June 30, 1921, the Navy Department wants Congress to appropriate \$573,000,000 to meet the expenses of the naval establishment. For the fiscal year ending June 30 next Congress appropriated \$613,000,000 to meet the expenses of the naval establishment. For the fiscal year 1915-16, the year before our participation in the war, Congress appropriated \$145,396,819 to meet the expenses of the naval establishment.

The reader should bear in mind that the estimates upon which the appropriations for the forthcoming fiscal year are based were prepared in the summer of 1919, months after the armistice was signed. Here is the all important fact for the taxpayers and Congress to consider.

The Navy Department asks for the purpose of paying the expenses of the naval establishment during the second year after the war only \$40,000,000 less than it demanded for similar expenses during the first year after the war, when many important post-war tasks were performed.

The figures given above apply only to the existing naval establishment and proposed improvements. The Navy Department has not submitted its programme for building new ships, although Secretary Daniels has indicated that it provides for sixteen superdreadnoughts and ten battle cruisers. That expenditure will be scattered over a period of years and the Nation has never objected to ship building programmes. However, the

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## U. S. GUARANTEE RAILWAYS 5½ P. C. FOR 2-YEAR PERIOD

Congress Conferees Reach Agreement—Commerce Commission Gets Power.

WASHINGTON, Feb. 7.—A return of 5½ per cent. on the aggregate value of the railroads would be guaranteed by the Government for a period of two years under an agreement reached to-day by the Senate and House conferees on the Railroad bill.

In announcing the agreement to-day, Chairman Cummins of the Senate managers, said the rewritten section provided that after the two-year period the percentage of return would be fixed by the Interstate Commerce Commission, which would be authorized to fix rates so as to yield that return.

With the agreement on this section the conferees completed their work on the bill and Senator Cummins said their report probably would be ready for Congress by Feb. 16. Leaders hope to complete final amendment of the bill before the railroads are returned to private control on March 1.

The outstanding capitalization and bonded indebtedness of all the roads amount to approximately \$19,000,000,000, of which a 5½ per cent. return would be \$1,045,000,000.

### KILLS DOCTOR AS WIFE DIES.

Grief-Stricken Husband Shoots Physician in Home. BILBAO, Spain, Feb. 7.—Dr. Julio Vilasante was shot and killed here to-day by Luis Valdez, a member of a wealthy family, under peculiar circumstances.

Dr. Vilasante had attended Valdez's wife, who died just as the doctor was entering the house. The grief-stricken husband shot and killed the physician.

WORLD RESTAURANT. Special for to-morrow, Saturday, Feb. 7, 1920: Roast Virginia ham and sweet potatoes. 20c; Corned beef and cabbage. 35c. Table d'hôte dinner, 14c. 6000, World Building.—Adm.

## GREY'S LETTER MAY OPEN NEW ERA IN DIPLOMACY

If Wilson Makes No Protest It Will Become a Far-Reaching Precedent.

NO OFFENSE MEANT.

Grey, an Unreceived Envoy, Free to Speak as De Valera, Friends Argue.

By David Lawrence.

(Special Correspondent of The Evening World.)

WASHINGTON, Feb. 7 (Copyright, 1920).—Speaking of letters destined to become famous in American history, that letter of Viscount Grey discussing the controversy between executive and legislative branches of our Government over the form in which the treaty of peace shall be ratified establishes a precedent of far-reaching significance in international affairs. It means a long step forward in overcoming the barriers of old-fashioned diplomacy which have hitherto hindered peoples from understanding one another.

If the letter of Lord Grey has given President Wilson offense, however, it is not merely because the British statesman has addressed a communication to the public on a matter which had previously been confined to different branches of the American Government and at a moment when intense political strife over the issue cannot be ignored. It is because Viscount Grey, received by the Secretary of State as the special Ambassador of Great Britain, entered into communication with members of the legislative branch of our Government instead of confining his communications to the executive branch, which under the American Constitution has sole charge of intercourse with foreign nations.

It has been suggested that Mr. Wilson appealed over the heads of the British people in his address at Manchester. It has been said that he appealed to the Italian populace on the Fiume question. Neither of these points are valid parallels, because in neither instance did Mr. Wilson associate himself or communicate with

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## DEMOCRATS AGREE ON PLAN TO TAKE TREATY UP MONDAY

President, in Letter to Hitchcock, Accepts Interpretative Reservations.

WASHINGTON, Feb. 7.—After listening to a letter from President Wilson, reaffirming his stand against any but interpretative reservations to the peace treaty, Democratic Senators decided in conference to-day to proceed with their previous plan to help bring the treaty up in the Senate Monday and to work for a reservation compromise.

The letter is understood to have expressed the President's willingness to accept any interpretative reservations that the Democrats might frame, but to have omitted discussion of any specific reservation proposals.

TAKE BELL-ANS AFTER MEALS and see how GOOD DIGESTION makes you feel.—Adm.

## BROADWAY POKER GAME IN COURT'S JOHN DOE INQUIRY

Investigation Seeks to Determine If a Crime Was Committed.

JEROME FOR "LOSERS."

Marked Cards Used, Is Charge of Men Who Say They Lost \$410,000.

A John Doe inquiry into the stud poker "tournament" in which Louis Krohnberg, a dress manufacturer of No. 305 Fifth Avenue, is alleged to have won \$410,000, was started to-day at the request of District Attorney Swann, by Justice Frederic Kernochan of Special Sessions, sitting as an inquiring magistrate. The object is to determine whether a crime was committed. It is alleged, marked cards were used in some of the games.

A complaint which led to the inquiry was filed by Isadore Kresel of the law firm of Jerome, Rand and Kresel. William Travers Jerome was retained by a number of men who asserted they were losers in the "tournament." Krohnberg retained Max D. Stener as counsel.

A number of witnesses were taken before Justice Kernochan on subpoenas served by Norman J. Fitzsimmons, a private detective, who was connected with the District Attorney's office when Mr. Jerome was refused to admit reporters to the hearing or to disclose the names of the witnesses.

Among the men who played in the stud poker game are J. H. Mack, cloak and suit dealer, No. 235 Fifth Avenue; J. M. Silverman, dress manufacturer, Waldorf Building; Hyman Karp, auctioneer; Joseph Schenck, motion picture producer; Charles Piller, dress manufacturer, No. 16 West 53d Street, and Henry Silberfeld, jeweler, No. 1395 Broadway.

The hearing was adjourned until Tuesday after Justice Kernochan had heard several of the witnesses. Among those seen coming from the Justice's Chambers were Piller, Silverman and Silberfeld.

## MINIMUM WAGE FOR MEN \$6 A DAY

Goodyear Tire and Rubber Co. Announces Scale for 25,000—Women's Lowest Rate \$4.

AKRON, O., Feb. 7.—The Goodyear Tire and Rubber Company to-day announced a minimum wage scale which affects 25,000 employees. All male employees are to receive a minimum of \$6 per day. All women workers are to be paid a minimum of \$4 a day. Increases of 10 to 12 per cent. are granted piece workers.

## SECRETARY LANE RESIGNS.

Head of Department of the Interior to Quit March 1.

WASHINGTON, Feb. 7.—Franklin K. Lane, Secretary of the Interior, has placed his resignation in the hands of President Wilson. The resignation becomes effective March 1.

There have been persistent rumors for some time that Secretary Lane would leave the Cabinet as soon as the President was willing to relieve him. Mr. Lane's future plans have not been announced.

## ELEVATOR FALLS 18 FLOORS.

Workman Survives Drop, But Is in Critical Condition.

A work elevator which was being taken down in a building under construction at No. 27 West 23d Street, fell from the eighteenth floor this afternoon. Thomas Ugo, an elevator rigger, who was working on the elevator at the time, was taken to Flower Hospital in a critical condition.

## SUN RELIEVES STORM TIE-UP; COAL AND FOOD ARE PLENTIFUL

## WOMEN HEROIC AS RESCUES ARE MADE ON PRINCESS ANNE

Passengers Danced as Stranded Ship, in Darkness, Filled With Water.

ALL ARE TAKEN OFF.

Captain Tells of Fight With Record Storm—One of Refugees Ill.

Sixty refugees from the stranded Old Dominion Line steamship Princess Anne, including all of the thirty-two passengers and twenty-eight members of the crew, were landed at Pier A, the Battery, by the police boat patrol at 1:05 o'clock this afternoon.

In spite of the exposure they all had suffered, there was only one case of serious illness on board, this being a case of influenza. Capt. Frank Seay, who had been injured Wednesday by falling from a ladder, was sent home in a taxicab after giving his account of the accident.

A skeleton crew of 44 men in charge of Chief Mate Barker was left on the ship, and efforts to save the vessel are being continued in spite of the fact that the sea is washing away from under both ends, leaving the ship supported only in the middle and therefore in danger of breaking in two.

Captain Seay declared the passengers, including the women, had "behaved beautifully" in what he called "the worst storm I ever encountered." He added that their conduct was above reproach, even after the ship had struck ground, which occurred at 2:30 o'clock yesterday morning.

Other versions not only confirmed what the captain said about the behavior of the passengers, but added some convincing details. Even last night, when the ship was half full of water and there were no lights save from oil lanterns, the passengers danced on deck while a girl played the piano.

Capt. Seay, who has been with the Old Dominion Line for eleven years, and who insisted on continuing his direction of the situation even while suffering great pain from his unattended injury, gave this version:

"We left Norfolk at 5 P. M. on Tuesday bound for New York with thirty-two passengers and a general cargo. Ordinarily the trip takes nineteen hours. But we ran into the worst storm I ever saw and could not make time. Observations were impossible and we had to be guided by dead reckoning. Wednesday, when I started for the bridge, I was thrown from the ladder by the violent heaving of the ship and my knee was hurt.

"The first mate was on the bridge when we ran aground. The trouble was that we missed the sea buoy

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## 12 MISSING FROM WRECKED STEAMER

Left Vessel in Boat Without Captain's Permission—Latter Rescued.

BOSTON, Feb. 7.—A boat containing ten men of the wrecked concrete steamer Polaris off Rockland, Me., left the vessel in a lifeboat at 9:30 to-day without the master's permission and was not afterward seen, according to a radio message received here from the coast guard cutter Albatross.

The message said the Albatross had taken off the captain and twenty-eight of the crew.

## TWO SAFES ROBBED AT 61 BROADWAY; BONDS ARE STOLEN

Third Burglary in "Protected" Downtown District Within Few Days.

The third robbery of the week below the historic "dead line" has been reported to the police by officials of the International Agricultural Corporation, with offices on the thirtieth floor of the Adams Express Building, No. 61 Broadway.

As in the case of the Pittsburgh Steel Company and Deering & Deering, the first in the Equitable Building, and the second in the New York Title Building, the thieves entered the main office after apparently hiding in the building until after the lights were out and all employees gone for the night. The robbery occurred Thursday night. They made use of the combinations of two safes to get to their loot.

The loss to the company will be small, hardly \$500. It was said to-day, but several employees of the concern had personal belongings in the safe which were taken. Among other things was a certificate for fifty shares of stock, par value \$5,000, six \$1,000 bonds and \$2,000 worth of Liberty bonds.

Officials of the company believe the theft was the work of an expert who could feel the tumblers of the safes as the combinations were known only to a few of the highest officers of the concern. Payment on the securities has been stopped.

"A few years ago," remarked an old timer at Police Headquarters to-day, "professional burglars regarded it the equivalent of giving themselves up to the police to take even a pleasure stroll below the 'dead line' at Fulton Street. But now—"

## ANOTHER DISABLED VESSEL CALLS FOR IMMEDIATE HELP

Polar Bear, in Distress, Is on Way to New York From Bermuda.

A radio message received this morning at the Naval Communication Office by way of Norfolk said the steamship Polar Bear was disabled and needed immediate assistance.

The Polar Bear is a cargo ship of 2,600 tons operated by the Shipping Board.

The radio added that the ship was drifting eastward at the rate of half a mile an hour. From this it was assumed that she had engine trouble or that the steering gear was out of commission.

The position of the Polar Bear is said to be about 600 miles east of New York. She was due here from Bermuda on Feb. 5 with a general cargo. She has a crew of 50, in command of Capt. Allen. Her managing operator, A. H. Bull of No. 17 Battery Place, has heard nothing from the captain. From Washington radio messages have been sent broadcast asking other ships to be on the lookout for the vessel.

The Clyde liner Chippewa, which developed rudder trouble soon after leaving here for San Domingo on Feb. 4, was brought into Quarantine this morning by the Merritt Chapman Towing Company tug Relief, which had been dispatched for her.

## Three Thousand Extra Men Are Clearing Streets—Volunteers Answer Mayor's Appeal—Normal Surface Car Service To-Morrow.

With the first sunshine of the week aiding, and with all danger of food or fuel famine past, New York to-day began the work of stripping off the blanket of snow and ice left by the storm.

Traffic conditions all over the city improved to-day in answer to the proclamation of Mayor Hylan, acting on a suggestion in an editorial of The Evening World, more than three thousand extra men were at work on the streets this afternoon, and if the thaw which started this morning continues, Street Commissioner MacStay hopes that by Monday morning the city's thoroughfares will be clear of snow.

Officials of the surface lines reported increased progress in clearing the rails and slots, and it is hoped that normal service will be restored to-morrow.

After a conference between Commissioner MacStay and Police Inspector O'Brien, in charge of traffic, it was announced that Fifth Avenue, between Washington Square and 59th Street, would be closed to all north and south-bound vehicle traffic from 7 A. M. and 4 P. M. to-morrow to allow the removal of the snow. Traffic on cross streets will not be interfered with.

Major General David O. Shanks of the Port of Embarkation, has offered to the city 150 five-ton army trucks with chauffeurs for use to-morrow. They have been accepted, and 100 will work in Manhattan and 50 in Brooklyn.

## HOPE TO CLEAR RIVERSIDE DRIVE TO-MORROW.

Permission has been granted to demonstrate on Riverside to-morrow Drive to-morrow afternoon a task which, it is said, will melt the snow by generation of a sort of liquid fire. With this it is hoped to clear Riverside Drive to 135th Street.

Three hundred negroes, part of a gang employed by a contractor were rushed here to-day from up-State to assist in cleaning the streets. Local contracting firms also loaned men.

In the Bronx 1,600 men and 370 trucks were cleaning the streets. Officials of Swift & Co. and Wilson & Co., packers, offered the services of their forces to-morrow to aid in the work.

Mayor Hylan issued a call to the owners or lessees of buildings to clear their own sidewalks and gutters. Acting on instructions policemen also visited houses near fire hydrants and urged the householders to clear the snow away from the hydrants.

Mayor Hylan said this morning that, as suggested by The Evening World, the Police Department is co-operating in every way with the Street Cleaning Department and with volunteer workers in the removal of snow. In each precinct the captains, sergeants and patrolmen are assisting in directing the work.

The Mayor also notified Police Commissioner Enright that he had learned that agitators are attempting to induce snow shovelers to quit work for higher pay.

The Mayor censured Job E. Hodges, receiver for the New York Railway Company, charging that he has made no effort to perform his duty and "has made no effort to operate cars," or attempted to clean the streets on which the cars run. The Mayor instructed Corporation Counsel Burr to take this matter up with Judge Mayer of the Federal Court.

Except for the stretch between Fifty-ninth and Ninety-ninth Streets on the route of the Lexington Avenue line surface traffic was completely decentralized, not a car moving on any of the other lines operated by the New York Railway Company. Subway and elevated service was approximately normal, though some delay was caused by the extra loads. Railway service into and out of the city was returning normal. Trains from the south and west were delayed. On the Long Island Railway conditions showed slight improvement.

Volunteers early began answering the Mayor's appeal for aid in clearing the streets.

ON ACCOUNT OF PAPER SHORTAGE, caused by the storm, The Sunday World cannot guarantee insertion of all advertisements received. Early classified advertisements will have preference.